

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 31 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:

"It is of unexceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

have just received
ex Steamers "BENEDI" and "GANGES"
their first shipments of

XMAS CONFECTIONERY

Consisting of:

CHOCOLATE CREMES, VANILLA FRUIT
LINES, SUGARED ALMONDS, BURNT
ALMONDS, NOUGAT, JUJUBES,
TURKISH DELIGHT,
PARISIANS,
&c., &c., &c.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON,
GUAVA, RASPBERRY, STRAWBERRY,
PLUM, &c.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and
EVERTON TOFFEE.

CADBURY'S CHOCOLATES

In great variety.

CRYSTALLIZED FRUITS, MUSCATELS,
ALMONDS & FIGS

FANCY BOXES.

A large and varied Assortment of
ARTISTIC DESIGNS.

XMAS CARDS.

ENGLISH, JAPANESE and CHINESE,
a splendid selection.

TOM SMITH'S CRACKERS.

A LARGE STOCK WELL ASSORTED.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 10th November, 1892.

The Hongkong Telegraph.
HONGKONG, FRIDAY, NOVEMBER 25, 1892.

TELEGRAMS.

THE MONETARY CONFERENCE.

LONDON, November 17th.

The delegates from the Latin Union States
intend to meet at Brussels, in order to concert
action, prior to the meeting of the International
Monetary Conference.

BALFOUR GETS THROUGH.

November 18th.

The petition against the election of Mr. A. J.
Balfour, Secretary for Ireland in Lord Salisbury's
Government, for Manchester (East) has been
dismissed.

THE INTERNATIONAL MONETARY

CONFERENCE.

November 23rd.

At the opening of the Monetary Conference
the President of the Belgian Council of Ministers
declared that the solution of the questions to be
considered lies in the establishment of an
international agreement such as that which
regulates Telegraph, Posts, &c.

[Why doesn't Renter tell us what dear old Mrs.
Camp thinks is the most practical solution of
this important problem?—Ed. Telegraph.]

LOCAL AND GENERAL.

THE Oceanic went into dock at Huoghong
yesterday.

"INQUIRY" again on the boom, and business
done as high as \$2.75 per share. Who is it?

MAILS Due:—
Singapore (Benliff) 26th instant.
Amr. (C. of R. de Jantre) 30th
Bombay (Shanghai) 1st prox.

WOODYEAR'S Circus, according to papers received
to-day, was still scooping in the shikels at
Singapore.

Mr. Frater, late British consul at Swatow, was
a passenger to London by the P. & O. steamer
Ganges yesterday.

H.E. the Governor inspected the Hongkong
Regiment at Kowloon yesterday afternoon, and
expressed himself as highly pleased.

THE Portuguese troopship India is shortly
expected in Singapore from Mozambique. She
will probably come on to fair Macao.

THE steamer Empress of India, from Yokohama
September 19th, was delivered in New York on
the morning of October 8th, making the passage
in just fifteen days.

We are informed by the Agents of the Austrian
Lloyd's S. N. Co. that the Company's steamer
Elkara, from Bombay, left Singapore yester-
day afternoon, for this port.

ACCORDING to the Singapore Free Press, the
amount of coin in circulation in the Straits
Settlements is estimated at \$750,000; the
aggregate note issue being \$5,250,000.

THE steamship Pollux was towed over to
Kowloon Docks this afternoon. The China
Navigation Co's Australian liner Ching-in will
undock at Aberdeen early to-morrow morning.

ON account of the Band of the Shropshire Light
Infantry playing at the "Assault-Arms" on
Friday, the 2nd proximo, the dance on the
Barrack Square will take place on Monday, the
28th inst.

THE Russian steamship St. Petersburg will be
here in a day or two from Singapore with 580
human beings on board, which a credulous
Straits contemporary describes as "passengers
for Vladivostok."

A REGULAR meeting of the Diligent Lodge of
Instruction will be held in Freemasons' Hall,
Zetland Street, on Thursday, the 1st proximo,
at 5 for 5.30 p.m. precisely. Visiting brethren
are cordially invited.

MESSRS. RICE & Co., the well-known wine-
merchants and storekeepers, have forwarded three
samples of, and prettily arranged
almanacs and block calendars, in original
and really admirable designs.

THE Oriental Bank premises in Colombo, lately
bought for £12,000, have been let to the
Hongkong and Shanghai Bank for seven years
at Rs. 12,000 per annum—a pretty liberal rent
considering the hard times prevailing.

THE Straits Independent indicates that
Willard's Opera Company, greatly strengthened
both in artistic talent and repertoire, will shortly
visit Hongkong and the Far East generally.
'Vera' and her personal smile will be gladly
welcomed back by local masherdom.

A YOUNG and promising member of the Police
Force named Sullivan, a native of London, died
at the Civil Hospital, of consumption, last night.
The funeral, which was largely attended by
deceased comrades, took place at the Protestant
Cemetery, Happy Valley, this afternoon.

ADA MAVIN—we remember Ada when she was
the bright particular star of Tommy Hudson's
Surprise Party away back more years than we
care to count—with her "Folly" Company of
various artists will probably visit Hongkong,
Shanghai and Japan during the current season.

At the Supreme Court this morning the second
or statutory meeting of creditors of C. J.
Esteman, school-master, was held. The resolu-
tion to accept a composition of 75 per cent.
for two years was confirmed, and in due course
the Court will be asked to sanction a deed of
composition in accordance therewith.

THAT enthusiastic votary of Saint Fanta, Olga
Dubois—a clever artist and accomplished
pianist—didn't think it good enough to show
in Penang, and shook the mud of the place from
her little toes with all possible despatch.
Olga was slight. They prefer the skill of the
bagpipers to any other kind of music in Penang.

THE Band of the 1st Shropshire Light Infantry
will play the following programme at the Barrack
Square, this evening, commencing at 7.30 p.m.:—

Quadrille "The Co." 1
"Diana" 2
"The Co." 3
"The Co." 4
"The Co." 5
"The Co." 6
"The Co." 7
"The Co." 8
"The Co." 9
"The Co." 10

IN reference to our remarks on Dr. Clark and
the Christian Endeavour Society, one of the
bely brethren of that body has written us a most
eloquent letter containing expressions which we
thought were only used by the Philistines. If
this saint has any influence with the Lord, we
are damned. Our correspondent omitted to give
his name, but he used H.K. and Kowloon Wharf
Co's stationery and wrote exactly like a Mr.
Brown, who, however, says he was not the writer.

ANOTHER "exchange" fiasco. Capital says—
"The Calcutta Times" have issued an
interview report in which they intimate that the
balance of profit in respect of the dividend of
an interim dividend, but that the rate of
exchange is such that it would not be worth
dividing, it remitted, so that the Directors do not
consider that it would be in the interests of the
Company to make the payment. The reduced
net revenue is said to be chiefly due to an
advance in the price of foreign, but our
advice do not point to the same conclusion."

ANOTHER case of the "Vanishing Act" on the
taps, but—

Wait till the opera is over;
Wait till the opera is done;
The Johnny's been living in clover
And his name.

Well, Christopher Columbus, after centuries of
neglect, has recently been having a good time in
the land he didn't discover, and we would rather
not say any more just at present. This is a
conundrum, for the correct solution of which we
liberally offer two old postage stamps and a
bad ten-cent piece—the latter handed in as the
genuine article by a Hongkong policeman.

Our old friend General "Activity" is manifestly
upholding his reputation, gained in Hongkong
and elsewhere, at the Cape. The Hawk, in
referring to the absence in England of Sir Henry
B. Loch, says:—"The Acting Administrator is
Lieut. General W. G. Cameron, C.B., com-
manding the troops, who has the reputation of
being a thorough good soldier, but a most
unpleasant one, with a marvellous capacity for
work of all sorts. His office hours are generally
from 9 to 4, during which time the brilliant
staff have to sit in their seats, waiting on the
off-hand of being required; he writes all his
minutes himself, and after a five or six hours'
field-day will turn round to his Adjutant-General
with 'now, K—, I hope you have plenty of
work for me to-day,' which hardly suits 'every
brass-hat, as the various changes at the Castle
of late will show." This may be all quite correct,
but Cameron is a first-class workman, all the same,
and in the event of war would be found one of
Britain's most reliable commanders.

A GENTLEMAN named Chick has performed the
Vanishing Act and left a few small amounts
owing. The V. R. C. has his name posted as a
defaulter. He was storekeeper to the Canadian
Pacific Co., and went away on the *Prudent*.

WE observe from the Singapore Free Press
that our talented friend Mr. Koh Cheng Sean,
the late Hongkong Opium Farmer had arranged
to lecture the other night at Singapore at the Chi-
nese Educational Institute on "Opium," but
owing to Mr. Koh's unavoidable detention in
Hongkong the function had to be postponed
until after Christmas.

THE Band of the 1st Shropshire L. I. will play
the following programme in the City Hall,
to-morrow, in connection with the "French
Convent" Bazaar from 4 to 6 p.m.:—

Overture "La Fée des Pâques" 1
"The Co." 2
"The Co." 3
"The Co." 4
"The Co." 5
"The Co." 6
"The Co." 7
"The Co." 8
"The Co." 9
"The Co." 10

THE Northern Pacific Company's steamship
Tacoma, which for some time past been under-
going heavy repairs and extensive alterations
at Kowloon Docks, will be ready to take her
place on the berth for Tacoma, run a trial
voyage to the island to-morrow, leaving her
moorings at 10 a.m. The Tacoma, better
known as the *Conrad* liner *Baltica*, has been
transformed into quite a new ship of the most
approved modern style, and will certainly
become a favorite with passengers between here
and Tacoma. A full report of the cruise round
the island will appear in our next issue.

THE following paragraph from London *Truth*
is to say the least, highly suggestive:—"What
might be an unhappy accident, I will ask those
of my readers who did not happen to see the
Pall Mall Gazette of last Thursday to kindly
cast their eyes on the following record of a year's
doings of one particular class of the community,
and then to try and guess what that class is:—

Breach of promise 14
Cruelty to animals 18
Barristers 254
Elopements 17
Uddies 12
Drunkenness 121
Assaults 109
Various other charges 84

Would you say, now, that this might be the
year's record of a parish in Whitechapel, or of
some brutalised manufacturing district, or, say,
of the destitute and scavengers of London, or the
inhabitants of her Majesty's prisons at large?
None of them. It applies exclusively to the
clergy of the Established Church, and, what is
more, it has no pretensions to be complete,
but is merely a summary of the cases which
one gentleman has glanced day by day
from the newspapers."

THE Madras Times says that trial by jury in
that city has proved defective on many occasions
and in Bengal it is apparently still less satis-
factory. At any rate the Lieutenant-Governor
has ordered a partial abolition. Under former
regulations trial by jury was applicable in certain
districts mentioned to offences defined in the
following chapters of the Indian Penal Code,
viz—

Chapter VIII. (offences against the public
tranquillity).
"XI. (false evidence and offences
against public justice).
"XVII. (offences affecting the human
body).
"XVIII. (offences against property).
"XVIII. (offences relating to docu-
ments and to trade or property
marks).

This ruling has now been revoked in so far as
it applies to offences under—

Chapter VIII. (offences against the public
tranquillity).
"XVI. (offences affecting the human
body), with the exception of
Sections 305, 306 (kidnaping
and abduction), 374, 375
and 376; and
"XVIII. (offences relating to docu-
ments and to trade or property
marks).

These offences are now withdrawn from jury
trial. In this enlightened colony of Hongkong
trial by jury—especially by a picked jury of
the kind the *Hongkong Telegraph* is so well
acquainted with—are you listening, friend
"clayton"—has long been recognised as a
howling fraud. Why doesn't Dr. Ho Kai,
whose legal knowledge is kept far too much
in the background, arouse himself and justify
his position in the Legislative Council by entirely
reforming our existing most unsatisfactory jury
system?

LEGISLATIVE COUNCIL.

FINANCE COMMITTEE.

OFFICIAL SALARIES REDUCED.

The Finance Committee met this afternoon,
the Colonial Secretary presiding; there were
also present the Colonial Treasurer, Registrar
General, Director of Public Works, and
Harbour Master; and Messrs. Chater, Whitehead
Ho Kai, Bellairs, and Bellairs.

On the first division it was found that the
Chairman had no vote at all, so that the
Officers were in a majority.

The Committee resolved to recommend reduc-
tion of all official salaries to the rate existing
before the all-round increase made in 1890.
The Committee also rejected the votes for
cadets, and for the assistant police magistrate.
Full report held over.

ANOTHER OPIUM FIASCO.

INSPECTOR MACKIE "LEFT."

At the Magistrate's on the 17th instant Wong
Ng, a servant, appeared on remand before Mr.
H.E. Woodhouse to answer to the charge of
removing 13 chests of Patna opium after pro-
hibited hours in the waters of the Colony,
contrary to the provisions of Section 6 of the
Ordinance of 1891. Mr. A. B. Johnson, Crown
Solicitor, prosecuted, and Mr. H. L. Denny,
defended, and after a patient hearing the whole
prosecution was concluded this:—

Mr. Johnson: My case is that the opium in
question had not reached its destination. It was
in process of being moved after 6 p.m. contrary
to the ordinance. If the opium had gone to the
West Point factory it would have been all right.
It might have remained where it was, at the
start of a junk in a boat, a long time, and then
goodness knows what would have been done
with it. The object of the ordinance was to pre-
vent the opium from being moved in the dark.
It would have been possible to have got down
to Pitt Lane in half an hour, but for some reason
the man in charge stopped and made fast to a
junk. The facts show the opium was packed in
a very suspicious manner, and it is well known
what the object of the amended ordinance is.
The movement of opium means the transport of
it from one place to another before prohibited
hours.

His Worship—Supposing I had not time to
get to my destination? Where does the Ordinance
show that the movement must be completed?

Mr. Johnson in reply said that he could only
go on quoting the Ordinance.

Mr. Denny said he did not see he could add
much to what His Worship had said. It was
unreasonable to say his client was bound to
arrive at his destination before 6 p.m.—the
Ordinance and its schedule did not set forth
anything of the kind.

His Worship—I fail to see there has been any
offence against the law, if the case is dismissed,
but the opium will be retained until the prosecu-
tion have had the usual time granted for appeal.

Yesterday the Government, who get a
handsome revenue from the Opium Farmer and
who would be in a bad way without it, decided
that no further steps to molest the Farmer
and obstruct his legitimate business should
be taken and they therefore notified the
Captain Superintendent of Police that the
opium should be at once uncondi-
tionally returned to the "Ratepayer's Friend,"
which was, we are reliably informed, done this
morning, and Government no doubt supposed
that the resolution of the opium would end the
affair and like other disgraceful fiascos
of the kind it would soon die the death of a
nine days' wonder. But if our information is
reliable, Inspector Mackie, the worthy Chief of
the Water Police, and those who backed him up
in what can but be described as most iniquitous
persecution of the main supporter of the Govern-
ment, will find themselves in the scrap this trip,
for an action is pending for \$30,000 damages,
and in view of the Magistrate's decision and the
text of the Opium Ordinance there would seem to
be every prospect of the Farmer making our excel-
lent Water Police, who are allowed to come up and
neglect legitimate police work and seized
twelve chests of opium and impounded it without
a tithe of evidence to show that the owner of
the drug was in any way infringing the laws of
the colony.

CANTON TO LIN-CHAO.

(Continued.)

With daylight on the 19th June we commenced
towing and soon opened out a fertile valley.
The chief industry in this district is the cultiva-
tion of sugar-cane and Indian corn, and as the
land is high, there is no rice grown in the neigh-
bourhood. The river got shallower, narrower,
and swifter as we went along. During the
morning the village of Mapoa on the west bank
was passed, and about a mile further on the
large town of Taiwan was ahead to the east-
ward. A short distance, say a mile, above
Taiwan hill met with more rapids, the country
being hilly again, diversified by small cul-
tivated patches on the eastern bank of the river.
At noon we entered a narrow gorge between
grass-covered hills, the sides being symmetrical
at a height of about 1,500 feet, with the excep-
tion of three peaks at the upper end which
appear to be 500 feet higher; these peaks are
barren and covered with immense boulders
which rise from the water's edge, and there are
deep ravines between, in which bamboo and
some larger trees of various descriptions are
conspicuous. This is named the "Three hill
gorge." A few hundred yards further on the
suspension of rapids is encountered, with
huge rocks appearing above the water, barely
leaving space for our boat to get in between.
High mountain ranges, covered with brush-
wood, appear on both banks, occasionally
approaching the river and forming narrow
passes—and again—retreating to a distance of
about 50 feet, the intervening space being flat
and planted with vegetables. Many water-falls
are to be seen coming down the mountain sides,
and one I especially noticed had a clear drop
of from six to seventy feet into the river. The
scenery as we advanced, and the water, being
one mountain peak rising from the river to a
height of at least four hundred feet, the base being
covered with brushwood and creepers, whilst the
peak is a picturesque tower of blue slate. The
appearance of the country continued much the
same all the afternoon. In the evening the crew
of our craft was increased by the arrival of three
men who were sent down from Lin-chao to help
our boat along a little faster. We anchored for
the night at the small village of Yau Chuen on
the western bank.

It had rained heavily all day and during the
night, and when we got under way at daylight
on June 20th we found that the river had risen
about three feet, with a tremendous current
which made our crew doubtful of being able to
get the boat through some of the narrow passes
further up. After proceeding about two miles
we passed the district town of Yuen Shan-on, on
the eastern bank, opposite to which are some
strong but shallow rapids. By the aid of our
extra crew, however, little trouble was experienced
in getting over the difficulty. The country presents
much the same appearance as that traversed the
previous day, with the exception of a large plain
of recently cultivated land on which Yuen Shan
is built. This town like all district capitals
in the Kwang-ning province, is conspicuous by
its half dozen square pawn-shop towers, a
police guard post, and Pagoda. The population
amounts to next to nothing—and the country is
miserably poor. On the western bank, some
two miles beyond this district town, is the village
of Sien Taw, where several boats were loading
coal for Canton. On making inquiry I found
that this coal comes from a mine or quarry on
the other side of the mountain range about two
miles distant, and has to be carried over the hills
by coolies. It is estimated that about 300 tons
of coal is sold in Canton to steam launches and
men-of-war at \$6. These "black diamonds" in
appearance are much the same as good Japan
coal, but the primitive method of mining added
to manual carriage make the lumps smaller.
During the day we had to ascend a
series of rapids and about 4 p.m. entered the
Tai Lee-ho, or Large Salt pass, a most picture-
que gorge between two perpendicular
cliffs which have the appearance of having
been built by magic, about 300 feet high and
overgrown with long grass, shrubs and creepers.
The scene was most effective, with numerous
waterfalls from the high land behind making
brilliant background. This narrow pass is only
a few hundred yards in length, and then the
hills on both sides retire from the banks to some
distance, but a mile further on they again close
on the river, where another similar pass has
to be gone through. This is named the Tong
Koon or Copper Jar gorge, and is in every
way similar to the one just described, the hills
of which are a little higher. The village of
Tong Koon, how, is situated at the northern
entrance to the pass. We were favoured with
a fair wind all day, but the strong current in the
river militated against rapid progress and it was
almost dark when we passed through the Lau
Poh Long Gorge, a very narrow and pretty pass
between two thickly wooded mountain ranges,
and arrived at the village of Lung So Tan, op-
posite to which are some magnificent water-
falls. Here we anchored for the night. We got
under way early on Tuesday morning (June 21st)
and in the course of an hour entered the
"Sheep's Leap" Pass, a narrow gorge about
twenty feet wide, which leads through a range of
high mountains. The name is itself sufficient
to indicate the nature of this pass; the sides are
perpendicular to a height of from three to four
hundred feet, overgrown with grass and creepers,
and powerful waterfalls coming from the high
land above. Much care had to be exercised in

passing these, giving us but little room, and had
we got under some of them the boat could most
certainly have been swamped. As there is no
towing path through the Sheep's Leap Pass, our
only propelling power was the boat hook
against the sides of the pass, and pulling. At 10
a.m. we reached the northern entrance to this
pass, on the left bank of which is
built the Lin-chao Pagoda, and half an
hour later arrived at the city of Lin-chao.

To correctly or effectively describe the valley
on which Lin-chao is situated requires a more
experienced and much readier pen than mine,
but in order to convey some idea of its
appearance, I can only liken it to an immense
amphitheatre, forty or fifty miles in diameter,
with huge mountain ranges all round the
northern half separating the province of Kwang-
tung from that of Hunan. Lin-chao, being the
terminus of a large water-course from Canton,
is necessarily an important distributing centre
for trade, the principal foreign imports being
Indian cotton yarn and kerosene oil. Not only
does it supply the whole of the fertile valley in
which the city itself is situated, but it also
absorbs the general trade of the entire southern
portion of the Hunan province. I found that
when goods were allowed to come up under
transit passes from Canton, unmolested by the
harpies of the *Leikin* department, that the
trade in cotton yarn alone doubled
itself in six months and over 1,000 Hunanese
traders came during that time and settled in
Lin-chow for the purpose of entering into this
business. The land carriages from Lin-chow
across the mountain range into Hunan, a pass
about 600 feet high, is done by coolie labour,
each man carrying about four bundles of cotton
yarn or one case of kerosene. Before transit
passes were introduced into Kwang-ning,
Hunan drew her supplies from Hankow
and Kluikang, where pass were allowed
and even Lin-chao was dependent upon the
northern province; indeed I saw myself a
quantity of kerosene, amounting the several
hundred cases, being brought into Lin-chao from
the north, which had been forwarded from
Kinkiang under transit pass, after a journey
overland of at least sixty miles. The price then
was \$2.75 case, while under a transit-pass from
Canton it would have been prepared to lay it
down at \$2. however, the mandarins have
ceased, the fact of treaty obligations, the
transit passes are to be abolished in Kwang-
tung and the growing trade of Lin-chao with
Canton in Indian yarn and kerosene is for the
time being stopped.

(To be continued.)

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

SUNDAY LABOUR IN THE HARBOUR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—While going round the shipping in har-
bour last Sunday in the hope of getting a good
crowd of officers and men to come to Divine
Service, there on the mission launch *Dayspring*
I was there on Sunday last, and I saw a lot of
going on that seemed to me to be illegal, and I
therefore write you this note with a view to
explaining what seems to me to be a growing evil.
First of all, the holds (not the burks) of the
steamer *Hongkong* were being roughly cleaned
out and the officers of that ship busy
engaged in superintending the work—so many of
them could dream of going to Church. Then
on steaming round to Quarry Bay it was found
that the employees of the great "Talkoo" hong
were discharging sugar from 100-ton lighters.
Presumably the sugar had recently been dis-
charged into the lighters from the steamer *Shan-
lung* then alongside the Refinery wharf. Over
the way at Kowloon, scores of coolies were
chipping, hammering and painting on board the
China Navigation Co's steamer *Ching-in*, which
the officers looking after them, though apparently
not superintending the work, for she was at the
time in the Dock Company's hands.

Now, what I want to know is—can such
labour, especially the discharge of cargo from
large 100-ton cargo-boats be carried on here on
Sunday with impunity, and if not, why should it
have been done at Quarry Bay last Sunday?

Yours faithfully,

Hongkong, 24th November, 1892.

None of these seem to be definitely within the
law.—Ed. H.K. T.]

THE SINGAPORE INSURANCE

COMPANY, LIMITED.

THE COMPANY TO BE LIQUIDATED.

In accordance with a resolution sent in by a
number of the shareholders to the directors on
the 28th October, an extraordinary general
meeting of the above-named company was held
at the Exchange, Singapore, on the 18th inst.,
for the purpose of considering the following
resolution:—

"That the Company be wound up voluntarily
under the provisions of the Companies Ordinance,
1890."

Mr. J. F. Craig presided, and there was a
large attendance.

The directors had published the following
statement showing the position of the Company
as nearly as can be estimated at 30th September
1892, including all known losses up to that
date:—

ESTIMATED POSITION OF THE COMPANY,

AT 30TH SEPTEMBER, 1892.

| Liabilities. | |
|-----------------------|--------------|
| Capital paid up..... | \$83,500.00 |
| Reserve Fund..... | 11,875.00 |
| Dividend account..... | 1,217.00 |
| | \$96,592.00 |
| Balance..... | \$107,001.70 |
| | \$203,593.70 |
| Assets. | |
| Cash— | |
| On fixed Deposit with | |
| Banks..... | \$195,000.00 |
| On Current Account | |
| with Banks..... | 19,266.36 |

is good, premiums should cover not only all losses but leave a margin for dividends. The capital is only a security to the constituents of the Company; we paid it in as we would pay a cashier's security for a friend, to strengthen the credit of the Company, but not to be used. We know that we might lose all or a part by an unexpected configuration, but we should not expect to see our capital go slowly by consumption, as we do not expect that the principle of the cashier would discover a small dishonesty in the amount we have given security for. Now, gentlemen, if this Company, after 7 years existence, and after having given for 2 years no dividends, has lost on claims and had investments, not only all premiums collected, but also the interest which it has received from our capital, and also at least \$100,000 of this capital, I think every reasonable man must find that it is practically insolvent. What were our objects and considerations when we helped the starting of this Company by taking up shares?

1.—We intended to get a safe investment, as a share of an insurance Company is always considered to be so, whenever there is an average luck and careful management, and in case of bad luck the directors know the right moment when fighting against it should be given up.

2.—We expected to get a fair dividend; not as much as we expect from a more speculative enterprise, but at least something over what we get from a good bank where we can always liquidate with a single cheque.

3.—We intended to get an easily negotiable paper on this market. This is most important out here where we are not settled down. I cannot expect to keep the shares for many years. We all hope to go after a few years and must then square our accounts, and if we die here our wives or children will have to square these accounts and go.

But what do we find now after 7 years experience?

1.—The investment is certainly not safe as long as the Company's assets are reduced.

2.—Dividends have not been seen for 3 years, and we would have no claim to get any in future.

3.—The shares you cannot sell, and although the directors pretend that your \$20 are there, and we ourselves know that at least \$15 are really there; if you must sell you cannot get more than \$7 or \$8. What is then the object to go on with this business? Why should we leave there our money, which in the present hard times could be much more usefully employed? The only reason I could find would be the unpardonable necessity to dismiss half a dozen of employees and clerks who have been for years the faithful servants of the Company. Our full sympathy is with them and the committee that will look after the liquidation will see to give them a quite compensation. But we certainly cannot expect to see our own money, which we have put in, come back to us. We have no more right to go on only to say that we have fought not what we have started to do, it would not be prudent; it would not be creditable to men of business; it would not be honest to those few who can't afford to lose it. It will be a benefit to us to get back our money and a benefit to all Singapore, if there will be one less bad company in the place and in this connection, I beg to record the motion that the Singapore Insurance Company should be wound up voluntarily.

The Chairman:—Gentlemen, before I begin my remarks I might just bring forward an analysis of the statement which appeared before you showing a balance of \$100,000. There is an amount that has been standing to Agencies Account for paying claims for 1891 and 1892 of \$139,321. Then amounts that have been carried after deducting all expenses—i.e. taken in calculations on the past few years of what the expenses would be—\$141,769.

The investment and the surplus up to date will be at \$12,650, total \$703,770. List of claims paid and all claims that are pending, everything that is known, \$80,413. Calculations of money from agencies and Head Office \$142,450, total \$84,963, leaving a balance of \$19,007 of which much is not, to the knowledge of the Director, or the Secretary, a single dollar or penny of bad debt; it is all premium which has been earned and is being earned this year and which is being remitted to and collected at the Head Office. Mr. Joaquim has drawn attention to the accounts but I can exactly follow the statement that the Company has lost on the 1892 account a large proportion of its balance at the end of 1891. The business in 1892 has nothing whatever to do with the balance of 1891, and I cannot follow the remarks he made on that point. By the statement put forth at the last annual meeting the balance carried forward was \$135,000. As shown in the accounts it was distinctly stated that, at that date, 21st May, \$75,000 of that amount had already been paid away on claims for 1891; thus we take it that the assets of the Company have been reduced, because the balance shown at the 31st December 1891 shows the assets as they are and thus shows a different amount. Of course the assets from the 31st December were including all the premiums earned for that year and of course all liabilities and losses had to be paid out of that amount as is done every year, and to say that we are reducing the assets of the Company is a very queer remark to make. The capital is intact; investments are intact; and the small investment put to the credit of the Company in 1885—\$11,000—odd is still there and has not been touched. Mr. Joaquim also discussed the account which has been set out for the information of shareholders, and says that he based on this his desire for liquidation. Now the whole agitation took place long before such a thing was sent out, and not a single man who has agitated for liquidation has at any time made application to the Secretary or to any of the directors for information as to how the Company stood. I am sorry also that I shall have to deal with one or two personalities but I think I am quite justified in what I am doing. Mr. Joaquim has directed the duty to the shareholders (if they omitted to take the views held by the Board, and I wish it to be fully understood that, in the remarks I have to make, I am acting as the mouthpiece of a unanimous Board. I may preface my remarks by explaining that, previous to the receipt of the letter calling this meeting, there had been received a letter signed by five of the shareholders, and it has appeared in one of the local papers. Various reports had been current that an attempt was being made by a few persons, including three of those who had signed the letter, to attempt the winding up of the Company, and that many inaccurate statements had been circulated among the shareholders to induce them to give their votes in favour of that being done, and your Directors felt bound in the interests of the Company to draw the attention of all of the shareholders to the matter, and they caused a letter to be inserted in the *Strait Times* issue of 19th October, copies of which were

posted to them. Many Shareholders have stated that very misleading statements had been made to them as the position of the Company, and the following two letters received by me, are rather significant of what has been done.

Singapore, 22nd October 1892.

DEAR SIR:—I hereby bring to your notice that a Chairman named Cheong Swee Whatt came to me, and made me understand that the company is in a bad state so it should be wound up as many wishes the same, but after that I have found quite contrary after giving my proxy so I hereby withdraw my proxy, and I shall attend the meeting when it is called, and if I could not attend I will give you my proxy.

Yours truly,
SEET GUAN SWEE.

Mr. Nathan: Set Guan Swee sent another letter to the Secretary cancelling that letter and your proxy.

The Chairman went on to read another letter—

To J. P. Craig Esq.,
Chairman of Singapore Insurance Company Limited.

DEAR SIR:—I beg to bring to your notice that Cheong Swee Whatt a well known friend of Mr. E. Nathan called to the office and persuaded me to sign a Proxy favor of Mr. Joaquim, that as the Singapore Insurance Company going to wind up, unless you sign, you cannot get your \$20 P. share, and very foolishly I have done so and see the return of my assistant who understand English, told me, and I at once regretted what I have done, I sent for Swee Whatt to return my Proxy, at several times and refused to accept my request, now I beg to say that it is against my wish to wind up the company and my Proxy I cancel it, and I am sure there are many of my countrymen—being sure they are misled.

I am,
Yours Faithfully,
CHOO U LAN.

Statements have been made that the Company is gradually losing its assets and capital, cannot be in a position to pay a dividend for the next five years, and in all of which are untrue.

I have before you a statement of the estimated position of the Company at 30th September last, which, in view of the serious losses experienced during the year by the whole insurance world, may be considered satisfactory. Your capital is intact and the reserve, as at last annual balance, is untouched; income account after deducting all claims paid up to that date and pre-losing, and all expenses, shows a credit balance of upwards of \$100,000.

The result of the working for 1891 after paying the exceptionally heavy losses, (\$105,000 having been paid out since January 1st) and after paying off the debt balance of \$9,664, carried forward from 1890 account, leaves a sum at credit sufficient to pay a dividend for 1891 of 34 per cent.

The Straits Insurance Company are intimated as being in so much better a position, that we should close and leave the field in their favour. In 1891 their Reserve stood at \$200,000, to-day it is \$35,000.

It is true your Company paid no dividends for 1889 and 1890, but since the Company started, up to the present time, the profits distributed are equal to 34 per cent. per annum over the whole period.

As regards 1892 account, no reliable estimate of the result can be given for another 12 months, but in view of the much safer lines on which business has been carried out during the year, your Directors anticipate that a dividend will be realized.

I would particularly emphasize what I have said regarding the safer nature of the business now being done. The Directors during the past six months have been in a most searching examination into the business done at all agencies, certain risky classes of business which examination showed to be the chief source of loss in the past have been unsparingly weeded out, and new agencies opened out in new fields which so far promise well. The Board is convinced that no Company is working on a sounder and more conservative basis than the Singapore at the present time. The one essential wanting is efficient supervision at the Head Office and this the Board have taken steps to secure. It will consequently be permanent on the part of the shareholders to liquidate the Company before the new policy of the Board has been allowed time to show the results that are looked for.

Surely the position is not one that calls for liquidation, though I admit that the absence of dividends for two years might warrant a change of management, which is what the Directors recommend. If the Directors thought that the movement in favour of liquidation had originated with the bona fide investors in the Company, they would have received the proposal with much greater respect, but so far from this being the case, it has originated with and been pushed forward by speculators by wickers I may term them, and, in one instance at least, by a concern which has its own interests to serve without reference to those of the shareholders at large. This may seem a strong assertion to make but I think it is more than justified by the following. I have reliable information, and challenge Mr. Nathan to deny the fact, that he offered to the Straits Insurance to bring about the liquidation of this Company in return for a sum of \$10,000.

Mr. Nathan:—Of course it is not true.

The Chairman:—My information comes from the Chairman of the Straits Insurance Company.

Mr. Nathan:—I deny it.

Mr. Earle:—I heard the statement made.

Mr. Adams:—I heard the statement also.

Mr. Nathan (speaking to Mr. Earle) You heard the statement made, and you also heard me say that it was a lie. Call for Mr. Sohst.

Mr. Perille:—Yes I call for Mr. Sohst.

The disorder then became general and after cries of Order! Order! Go on! Go on!

The Chairman resumed his speech.

The Chairman, continuing, said:—Mr. Nathan has stated that the resolution to wind up be not passed, he will do all he can to damage the credit of the Company and compel it to stop. This threat, however, may be taken very lightly as it would be an easy matter to effectually stop any such grossly improper proceeding were it attempted. Another active agitator is Mr. Perille, a Director of the Straits Insurance Company. What are we to think of him and of his open avowal of having acquired his shares with the object of promoting this movement? Are we to suppose that he is acting on behalf of the Company of which he is a Director? If not, it would have been negligently feeling on the part of that Company to have disclaimed any connection with his action, but so far from this having been done it is common report that this agitation has been actively supported by the Straits, and they have allowed their name to be brought forward as willing to undertake the liquidation of this Company. Mr. Perille said that it was reported that no official underwriter in England would accept the shares of the "Singapore" Insurance Company, but perhaps he may be aware that three very valuable applicants, after calling on the London Manager of the Straits Insurance Company, immediately withdrew. I may here inform him that there are other suitable men applying, but that the Directors naturally await the result of the present movement before coming to any decision. Another active agitator in this matter is one of the Banks controlling a large number of shares. The Bank working in the interest of the share-

holders or does it hope to benefit, at the cost of the bona fide investor? Only about two months ago a letter was sent in through Mr. J. P. Joaquim asking that the present Secretary be engaged for 12 months from December next, and then it could be judged whether it were advisable or not to go on under the same management, or engage a new Secretary. After the Directors refused to accede to this request they find the same shareholder agitating for immediate liquidation. The supporters of this movement, I believe, intend to propose that the liquidation shall be placed in the hands of the Straits Insurance Company. I may at once state plainly that if liquidation be decided upon, the Board feel that they are bound to oppose that idea to the utmost, even to the carrying of the matter to the Supreme Court and they do not doubt being able to show good cause why such a mad step should be stopped. Assuming however that the prime movers have no ulterior motives, no hidden object in view, nothing but their individual stake in the Company to safeguard, what do you think of the foresight of men who would hand over your mortgages, amounting to over \$100,000, to be recalled by a company with \$400,000—outstanding mortgages, which as a matter of common knowledge are in the present state of the market unrealizable. As regards the property in Battery Road, we could let it now to show an interest of 8 per cent. per annum. The investment is good enough when we can only get that amount from the banks, and when no one expects to put out money on mortgages, I say, I am convinced that I should command a moment's thought from the shareholders, for in the realization of this asset would depend in a great measure what the share will bring in over their present market price. I know at the present moment of \$50,000—worth of good mortgages which mortgagees are trying to collect, and you all know what prospect there is of doing this at present. My feeling is that you will find in this, one strong argument against liquidation. Our mortgagees I am glad to say, are earning on the average about 8 per cent. interest, but I am convinced that wholesale realization will involve very heavy loss. With time, the land market may be expected to improve, and with time the new policy of the Board may be expected to show fruit; why not then content yourselves with making it clear that you are determined to have profits or liquidation? and give the Board time to show the one or to acknowledge the desirability of the other. The Board will not hesitate to advise liquidation should anything occur to jeopardize the assets, or on the expectation of better results proving wrong, but meantime they ask this meeting to authorize them to continue. In conclusion I may say that the Directors have no wish to go against the feeling of the majority of the shareholders, but were anxious that the exact position of affairs, and the nature of the movement for liquidation should be fully known before any irrevocable decision was come to, and they have felt bound to do so as they have done. Having accepted their position on the Board they are prepared to continue their efforts to advance and improve the position of the Company.

Mr. Perille:—It is only fair to say that the Chairman of the Straits Insurance Company has had nothing to do with this agitation beyond being approached by a number of the Singapore shareholders. Mr. Craig is wrong in his idea. He told me a few days ago that it was just as absurd as if we were prepared to liquidate the firm of Messrs. Giffen, Wood & Co. or if out of the firm of Messrs. Syme & Co. three of the partners wished them to liquidate.

The Chairman:—This is a letter which comes from "Hongkong" (reading) "We understand that the Chinese agent of the Straits Insurance Company is actively inducing many of the Chinese shareholders here to put proxies in favour of liquidation. No doubt we could have obtained many proxies in favour of the directors had we asked for them or made any endeavour to do so, but we have not considered ourselves authorized to take any steps in the matter."

Mr. Joaquim:—I know of certain of the directors who have been touting for proxies.

Mr. Nathan:—I know of one of the directors who has been to the Chinese "kow towing" to them.

Mr. Gunn:—I think this would be a good opportunity for Mr. Nathan to repudiate the statement which has been made that he threatened, when his transfers were not passed, he would smash the Company. I think he should first clear himself of that. We consider that no man should approach us with such dirty hands; I think that is imperative. (Hear hear!) I am very sorry to see all this agitation. It strikes me that, from the very first, the Straits Insurance Company should only have been too anxious to disclaim having had any connection of any sort with the agitation, and to have said that it has appeared in print, has been charged with threatening to smash the company, and he does not take the trouble to refer to it. We are not accustomed to this, and I hope there will be an end to it.

Mr. Nathan:—The shareholders were treated in the same way. I have had letters from Hongkong authorizing me to liquidate the Company.

Mr. Gunn:—You think that explains your conduct? Let us hear you repudiate the charge.

Mr. Nathan:—What interest do you take in the company?

Mr. Gunn:—I never thought of my auditorship at all and such a thing never entered my mind.

Mr. Nathan:—You have to consider your fees.

Mr. Earle:—What interest have you in the company?

Mr. Nathan:—I am a shareholder.

The Chairman:—A speculator. (Laughter and Applause.)

Mr. Joaquim:—I think it would be better to address the chair than to personally address a shareholder.

Mr. Earle:—I would like Mr. Perille to explain to the chairman his extraordinary behaviour. What interest has Mr. Perille in the company? You hold 25 shares; sell your shares and go.

Mr. Perille:—I have been a shareholder from the beginning of the company. When I was a junior clerk at Singapore I have put \$10, \$20 and \$40 a month into the Singapore Insurance Company by living quietly. After six years I had about 100 shares. I had to leave Singapore, not knowing whether I was coming back to my old business and having no one to trust, I sold these shares which had cost me \$20, \$22, \$24 and \$26. Some years ago many of my friends were in favour of the liquidation of the Straits Insurance Company.

Mr. Earle:—Mr. Perille does not forgive the Singapore for the loss he has personally made. He is not influenced by the present agitation, and it is obvious that it is a case of revenge.

Mr. Perille:—You said I have no interest, but I think I can show straight out that I have more interest in the public welfare of the place than you do. I bought 25 shares. I am a director of the Straits Insurance Company and the other directors had told me that they would like me to keep out of it, and I am happy to be able to say this for their benefit. Money consideration does not prevent me from showing my opinion. I shall be glad to resign my directorship of the Straits if they would prefer me to keep out of this agitation to close the Singapore Insurance Company. This would mean a loss of \$1,000 a year to me; and as I would only get \$5 per share on 25 shares in the Singapore, you will see that my material benefit will accrue to

The Chairman then put the following resolution:—"That the company be wound up voluntarily under the provisions of the Companies Ordinance 1880."

The result of the show of hands was declared to be eleven in favour and twelve against.

Mr. Joaquim:—I claim a poll.

The poll was then taken and the Chairman said:—"The result of the poll is 1,280 votes for the resolution and 329 against. The total wanted out of 1,609 votes for carrying the resolution is 1,207. The total of the votes in favour is 1,280 so that the resolution is carried. There will be a meeting which will be called afterwards to confirm the resolution."

The meeting then separated.—*Straits Times*.

LATE TELEGRAMS.

LONDON, November 8th.

The *Times* says that the total failure of the crops in Great Britain has brought on a severe agricultural crisis, and that a Great National Conference will be held in London on the 7th of December to discuss the remedies for the same.

CAIRO, November 8th.

The operatives on strike in Lancashire so far only number forty thousand. Those remaining on their work will contribute largely to the strikers' fund, and therefore the strike is likely to be a prolonged one in consequence.

Oman Digna having withdrawn to the interior the intended despatch of infantry reinforcements to Suakin has been deferred.

LONDON, Nov. 8th.

The first meeting of the Commission appointed to enquire into the cases of evicted tenants took place yesterday, when Mr. Justice Mathews presided to allow counsel for one landlord to cross-examine Carson. His Counsel protested that this made the enquiry a mere sham, and he then withdrew, with the other landlords' counsel.

Official returns of the imports for October show a decrease of two millions one hundred and forty seven thousand pounds, and in exports of two millions four hundred and forty thousand pounds as compared with the corresponding month of last year. The last ten months' exports show a total decrease of nineteen millions.

The Directors of the Suez Canal Company deny that they are debating a Lottery Bond Conversion scheme.

The Meetings of the unemployed on Tower Hill are under paid organizers, and the language used by speakers is becoming increasingly threatening.

The Gaekwar of Baroda will attend the 3rd and 4th of November at the Guildhall.

ROME, November 8th.

The Italian election have resulted in a sweeping victory for the majority. Several Radical have been unseated, including Signor Imbriani and Signor Cavallotti.

PARIS, November 8th.

A bomb in the form of a sauceron was to-day found on the threshold of the offices here of the Carmaux Mining Company, and was at once taken to the nearest police station, where it exploded with terrific force while under examination, and blew four policemen literally to pieces, wounding in inspector. The station was completely wrecked. The bomb was doubtless exploded by clockwork. The outrage has caused the most intense sensation throughout Paris.

"OH, DON'T TOUCH ME! DON'T COME NEAR ME!"

Yells were uttered with a howl—almost a yell. The boy to whom they were addressed wasn't within ten feet of the howler, and wouldn't have come closer for his life. The scene was a big business office in New York, and the howler was the chief man in the office, and the scene was very rich and a decent fellow enough. But sometimes he would break out like that, and howl as though he had just discovered a fire in a powder mill. You could hear him from the basement to the roof. What was the matter with him? Temporary insanity? Not quite, but something nearly as bad. He had an acute attack of gout in his toes, and at those solemn crises he would break out like that, and howl as though he had just discovered a fire in a powder mill. You could hear him from the basement to the roof. What was the matter with him? Temporary insanity? Not quite, but something nearly as bad. 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Notices of Firms.

MR. REMEMTOOLABHOY DATTAR-
DINA being about to leave for Bombay,
Mr. REMEMTOOLABHOY DATTAR
is duly authorized to sign and conduct the
BUSINESS of our Firm in China,
JAFFERBOY LUDHABHOY CHUTTOO.
Hongkong, 19th November, 1892. [1149]

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.
THIS commodious and well appointed
HOTEL, situated at a height of 1,500 feet
above sea-level, having been leased by the
Proprietors of the "VICTORIA HOTEL," is
NOW OPEN and will be run in conjunction with
their HOTEL in Queen's Road, thus enabling
them to offer special inducements to Visitors and
Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during
the Winter Months, from November 1st to
March 31st, have been reduced as follows:
One person, one month, \$50.00
Married couple (occupying one room) per
month, \$85.00
One person per day, 2.50
Married couple per day, 3.50
For full particulars apply to
VICTORIA HOTEL.
Hongkong, 25th October, 1892. [1814]

WINDSOR HOTEL.

(In Connaught Buildings),
QUEEN'S ROAD, HONGKONG.
THE Private Hotel heretofore carried on in
WINDSOR HOUSE has now been
removed to CONNAUGHT HOUSE.
Cuisine under European management. Each
Bed-room has its own Bath-room. Hot and Cold
water. Passenger Elevator to all Floors.
Charges from \$2 per day upwards.
Special Rates for Families or Permanent
Boarders. Offices and Rooms to let Unfurnished,
and Rooms with or without Board, by day or
month. Apply at the Office, No. 37, 3rd Floor.
Hongkong, 23rd August, 1892. [1844]

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public
that every possible arrangement has
been made for the comfort and convenience of
Visitors to this popular Summer Resort. "BAY
VIEW" occupies the best situation on the
Shau-ki-wan Road, commands an excellent view
of the Harbour, and is always open to the cool
breezes from the Southward. Steam-launches
can at any time come alongside the jetty adjoining
the spacious lawn.
The Cuisine is unrivalled in Hongkong, and
only the best Brands of Wines, Spirits, Cigars,
etc., are kept in stock. Private Dinners or
Tiffin prepared in First-class style on the
shortest notice, and Meals can be served at all
hours.
Hongkong, 2nd May, 1892. [1480]

THE BOA VISTA HOTEL.

BISHOP'S BAY, MACAO.
THIS HOTEL is situated on the sea shore
in one of the best and healthiest parts of
Macao, and commands an admirable view
facing the South. Its accommodation is unsur-
passed in the Far East.
Every comfort is provided for Visitors, with
an excellent Cuisine, and Wines, Spirits and
Malt Liquors of the best brands.
Hot, Cold, Shower and Sea Water Bath.
Large and well Ventilated Dining, Billiard and
Reading Rooms, and a well supplied Bar.
A small Dairy is attached to the premises.
Mrs. MARIA B. DOS REMEDIOS,
Proprietress.
1064

THE SHAMERN HOTEL.

BRITISH CONCESSION, CANTON.
THIS FIRST CLASS HOTEL, admirably
situated within a few minutes walk of the
"River Steamer Wharves," is now open to receive
Visitors.
The Bed-rooms are cool, airy and comfortably
furnished, and the spacious Dining Room, Sitting
Rooms, and accommodation generally will be
found equal to the best Hotels in the Far East.
The Table d'Hôte is supplied with every
luxury in season, and the cuisine is in experi-
enced hands.
Wines, Spirits, Malt Liquors, etc., of the best
quality only.
A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROSARIO,
Manager.
Hongkong, 1st September, 1892. [1890]

HAUENSTEIN'S HOTEL.

A. M. O. Y.
THIS First-class FAMILY HOTEL is
situated on the beach at KULANGSOO
and has First-class Accommodation for Visitors.
An EXCELLENT TABLE is kept, and
WINES, SPIRITS, and MALT LIQUORS of
the very best quality.
Terms Moderate.
R. HELLWIG,
Proprietor.
Amoy, 1st September, 1892. [1885]

SCOTT'S
EMULSION
OF PURE COD LIVER OIL WITH
Hypophosphites of Lime & Soda
IS NOTHING UNUSUAL. THIS PREP-
ARE BEEN PERFORMED OVER AND OVER
AGAIN. PALATABLE AS MILK. THREE TIMES
AS EFFICACIOUS AS PLAIN OIL. AVOID
SUBSTITUTIONS AND IMITATIONS.
Sold by all Chemists.

SCOTT & BOWNE, LIMITED,
47, MARK LANE, LONDON, E.C.
Sole Agents for Hongkong and China:
Messrs. A. S. WATSON & Co. (LIMITED),
Hongkong, 2nd November, 1892.

Intimations.

CARMICHAEL & CO., LTD.
CHRISTMAS AND NEW YEAR
CARDS, CHINESE, &c. &c.
CHEAP AND VARIED ASSORTMENT CHOCOLATE CREAMS IN PLAIN AND
FANCY BOXES.
FOWLING PIECES AND AMMUNITION.
CARMICHAEL & CO., LTD.
15, PRINCE CENTRAL, HONGKONG.
Hongkong, 29th October, 1892. [142]

THE MOUNT AUSTIN HOTEL.

Telegraphic address,
"EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE
No. 35.
A. B. C. Code.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO
ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person \$ 3.00
Board and Lodging by the Day for Married Couples occupying one room 4.50
Board and Lodging by the Month, one person 60.00
Board and Lodging by the Month for Married Couples occupying one room 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)
Sitting-room by the Day \$ 2.50
Sitting-room by the Month 30.00
Extra Bed-room by the Day 1.00
Extra Bed-room by the Month 10.00
Bed and Breakfast 2.50
Breakfast 0.75
Chinese Servants by the Day 0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced
rates.—For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central,
or to R. SHERWOOD, Manager, Mount Austin Hotel.
Hongkong, 13th October, 1892. [1018]

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "KREMLIN"—A. B. C. Code.—TELEPHONE, No. 32.
PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,
affords unequalled accommodation to travellers and others. It is situated in the centre of
the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf
(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping
Offices.
THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HÔTE, at separate tables, is supplied with every delicacy, the cuisine being
under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to
spacious Verandahs, are lighted by gas and fitted throughout with electric communication.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public
BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour
adjoins the HOTEL, and is under the same management.
THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers
and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are continuously on duty.
R. TUCKER
Manager.
Hongkong, 12th February, 1892. [1018]

THE IMPERIAL HOTEL LTD.
TOKIO, JAPAN.
MANAGER.
THE FINEST HOTEL IN THE EAST.
(Under the distinguished patronage of the Imperial Household.)
THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo
Railway and is in near proximity to the Imperial Palace, the Parliament House and the
Chief Public Offices.
There are no less than 100 rooms, these securing well lighted, ventilated and cheerful accommo-
dations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the
comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and
festival life of the city is of daily occurrence and to be seen at their best and on a grander scale than
in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their
head-quarters.
RATES, \$3 to \$4.50 PER DAY.
C. S. ARTHUR,
Manager.
[166]

For Sale.

THEY LEAD THEM ALL
THE CELEBRATED
CALIFORNIA WINES,
from the well-known Vineyards of Messrs.
KORNER and VAN BERGEN, San Francisco,
and JULIAN P. SMITH (Olivine) Livermore,
California.
Guaranteed to be Pure and Undiluted.
Pure BLACKBERRY BRANDY and fresh
Conglomerates of BARTLETT SPRING
MINERAL WATER by each Steamer.
Prices forwarded on application to
MACDONALD BROTHERS & Co.,
Commission Merchants,
No. 30, Water Street,
Yokohama.
Yokohama, 12th August, 1892. [844]

For Sale.

THE GOOD S.S. "PEKIN" and S.S.
"KWONG-MO."
For Particulars apply to
SUI KEE CHAN,
53, Bonhom Strand West,
Hongkong, 14th November, 1892. [1130]

FOR SALE.

THE ENGINES AND BOILER OF THE
CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCK.
These Engines were constructed by Messrs. Inglis & Co., of
Warrington, and are of the Compound Inverted
Cylinder Direct Acting Surface Condensing type.
Cylinders 30" and 36" dia., with a stroke of 26".
The Crank Shaft is 6" dia., at the Crank pin
and 7" dia., at the Journals. The I.P. Piston
Rod is 4" and the L.P. 3" dia. The Piston
and Connecting Rod bolts are 2" dia. Air Pump
14" dia. by 18 stroke. Single Acting Circulating
Pump 8" dia. by 12 stroke, and Double Acting
Feed and Bilge Pump (one each) 3" dia. by 13
stroke.
These Engines have been very little used and
are in thoroughly good order.
The Boiler is of the Horizontal Multitubular
type, with three Furnaces and vertical Domes on
top. It is 10' dia. by 20' by 10' long, external
measurements. Furnaces, 24" dia., Domes,
24" dia. by 18 high. Tubes, 18 in number by
2" dia. It is in fairly good condition, having
recently undergone considerable repairs, and
would last in active service for five years.
The Engines and Boiler can be inspected on
application to the Superintendent at Aberdeen
Dock.
For further particulars, apply to
R. FRASER-SMITH,
16, Pedder's Hill.
Hongkong, 17th May, 1892. [1595]

THE SCHOONER "MONTIARA."

AS SHE NOW LIES IN YAU-MAT TAY,
Length 75 feet.
Beam 17 feet.
Depth of hold 7 feet.
Registered Tonnage 75 tons.
(Owing to recent alterations the carrying
capacity of the Montara has been increased to
about 120 tons dead weight.)
The Montara was built in Singapore, is most
solidly constructed of teak throughout, with iron-
work frames, has recently been thoroughly
overhauled under experienced European superin-
tendence, and is now in excellent condition.
She is a very fast sailer and a most suitable
vessel for the Canton trade, or would
make a first-class lighter.
For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
16, Pedder's Hill.
Hongkong, 17th May, 1892. [1595]

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
PROPOSED SAILINGS FROM HONGKONG.
Occidental.....Tuesday, 29th Nov.
Galle.....Tuesday, 20th Dec.
Belge (via Honolulu).....Thursday, 19th Jan., '93.

THE Steamship
"OCEANIC"
will be despatched for San Francisco, via Yokohama,
on TUESDAY, the 29th November, at
1 P.M. Connection being made at Yokohama
with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London \$225.00
To Paris and Bremen 325.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

| DESTINATION. | 30 days Tickets | Continental Trip Tickets |
|-------------------------------------|--------------------|--------------------------------|
| Kansas City, Mo., Omaha, Neb. | 255.00 | 291.50 |
| St. Louis, Mo. | 255.00 | 291.50 |
| St. Paul, Minn., Minneapolis, Minn. | 255.00 | 291.50 |
| Chicago, Ill. | 255.00 | 291.50 |
| Milwaukee, Wis. | 255.00 | 291.50 |
| Cincinnati, Ohio | 255.00 | 291.50 |
| Columbus, Ohio | 255.00 | 291.50 |
| Detroit, Mich. | 255.00 | 291.50 |
| Cleveland, Ohio | 255.00 | 291.50 |
| Toronto, Canada | 255.00 | 291.50 |
| Pittsburg, Penn. | 255.00 | 291.50 |
| Niagara Falls, N.Y., Buffalo, N.Y. | 255.00 | 291.50 |
| Washington, D.C., Baltimore, Md. | 255.00 | 291.50 |
| Philadelphia, Penn. | 255.00 | 291.50 |
| New York | 255.00 | 291.50 |
| Boston, Mass. | 255.00 | 291.50 |
| Portland, Maine | 255.00 | 291.50 |

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in service of China and Japan, and to
Government officials and their families.
Through tickets issued to Passengers booking
to Europe or to Overland points, are good for
transportation across the America, Continent,
via the Union Pacific Railway System only.
Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of
re-embarkation at San Francisco.
Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.
All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 23rd November, 1892. [1018]

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
and PROVISION MERCHANTS.
NAVY CONTRACTORS, &
GENERAL COMMISSION AGENTS,
No. 7, PRINCE CENTRAL,
HONGKONG.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION for the
BOTTOMS OF IRON and STEEL SHIPS.
HARTMANN'S GREY PAINT for coating the
Insides of STEEL SHIPS.
MOTOR LAUNCHES PATENT DAIMLER.
DAIMLER INDUSTRIAL MOTORS.
TRAMWAYS, COACHES and FIRE
ENGINES.
LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS
to Board of Trade Rules.
ENGINEERS' AND BLACKSMITHS'
MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
CARDIFF, AUSTRALIAN and JAPAN
COALS, supplied at the shortest notice to
Steamers at lowest market rates.
Hongkong, 21st October, 1892. [1195]

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Rio de Janeiro.....Saturday, 10th Dec.
City of Peking.....Saturday, 31st Dec.
China.....Tuesday, 10th Jan., '93.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via
YOKOHAMA and HONOLULU, on SATUR-
DAY, the 10th December, at 1 P.M., taking
Passengers and Freight for Japan, the United
States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London \$225.00
To Paris and Bremen 325.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers.

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| DESTINATION. | 30 days Tickets | Continental Trip Tickets |
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| St. Paul, Minn., Minneapolis, Minn. | 255.00 | 291.50 |
| Chicago, Ill. | 255.00 | 291.50 |
| Milwaukee, Wis. | 255.00 | 291.50 |
| Cincinnati, Ohio | 255.00 | 291.50 |
| Columbus, Ohio | 255.00 | 291.50 |
| Detroit, Mich. | 255.00 | 291.50 |
| Cleveland, Ohio | 255.00 | 291.50 |
| Toronto, Canada | 255.00 | 291.50 |
| Pittsburg, Penn. | 255.00 | 291.50 |
| Niagara Falls, N.Y., Buffalo, N.Y. | 255.00 | 291.50 |
| Washington, D.C., Baltimore, Md. | 255.00 | 291.50 |
| Philadelphia, Penn. | 255.00 | 291.50 |
| New York | 255.00 | 291.50 |
| Boston, Mass. | 255.00 | 291.50 |
| Portland, Maine | 255.00 | 291.50 |

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Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in service of China and Japan, and to
Government officials and their families.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of
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No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 23rd November, 1892. [1018]

To be Let.

TO LET.
NEW HOUSES in RYTON TERRACE—Bon-
ham Road, near Breezy Point
No. 4, BLUE BUILDINGS.
FLOORS to Blue Buildings.
OFFICES—Second Floor, Praya Central
(lately occupied by Messrs. Dunn, Melby & Co.)
GODOWN, (under Messrs. Douglas Laiprak
& Co.'s Office).
GODOWN No. 12, Blue Buildings.
SEMI-DETACHED HOUSES at Magazine
Gap. Very cheap Rental.
FIRST FLOOR, No. 22, Elin Street.
FLOORS No. 5, Shelley Street.
No. 7, PRAYA CENTRAL, at present occu-
pied by the New Oriental Bank in Liquidation.
No. 10, OLD BAILEY STREET.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 22nd November, 1892. [1086]

TO LET.

HOUSES in KNUXTFORD TERRACE, Kow-
loon.
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 1st November, 1892. [1087]

TO LET.

NO. 9, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD (lately occupied by
Attack).
OFFICES in No. 4, Praya Central (lately
occupied by Messrs. Gilman & Co.).
No. 3, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th November, 1892. [1085]

TO LET.

WITH IMMEDIATE POSSESSION.
THE Large Handsome SHOP, No. 24,
Queen's Road Central, lately occupied by
Dakin Bros. of China, Limited.
Two Large AIRY ROOMS on the Top Floor.
Apply to
DAKIN, CRICKSHANK & Co., Ltd.,
Victoria Dispensary.
Hongkong, 2nd August, 1892. [1084]

NOTICE.

JAYE'S SANITARY COMPOUNDS
COMPANY, LIMITED.
JAYE'S WOOD PRESERVER OR
ANTISEPTIC PAINT.
THE Undersigned have this day been
appointed SOLE AGENTS for the sale of
these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices. Extra Special
terms for Shipping and large Orders.
Sir Robert Rawlinson, C.B., Chief
Sanitary Engineer, Local Government Board,
London, says:
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 10th June, 1888.
Printed and Published by ROBERT FRASER,
SMITH, No. 16, Pedder's Hill, in the city of
Hongkong.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.
PROPOSED SAILINGS FROM
HONGKONG, 1892.
(SUBJECT TO ALTERATION.)

Empress of India.....Wednesday | Nov. 30th.
Empress of Japan.....Wednesday | Dec. 28th.
Empress of China.....Wednesday | Jan. 25th, '93.

THE R. M. S.
"EMPERESS OF INDIA,"
Lieut. O. P. Marshall, R.N.R., Commander,
sailing at Noon, on WEDNESDAY, the 30th
November, 1892, for the Malacca Straits, will
proceed to VANCOUVER, via SHANGHAI,
KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

| TO | 30 days Tickets | Continental Trip Tickets |
|--|--------------------|--------------------------------|
| Vancouver, Victoria, Esqui- maux, New Westminster, B.C. | 225 | 330 |
| Port Townsend, Seattle, Ta- coma, Wash. | 225 | 330 |
| Portland, Ore., San Francisco | 225 | 330 |
| San Francisco, Cal. | 225 | 330 |
| Winnipeg, Man. | 225 | 330 |
| To Minneapolis, St. Paul, Duluth, Minn. | 225 | 330 |
| Chicago, Ill., Kansas City, St. Louis, Mo. | 225 | 330 |
| Milwaukee, Wis. | 225 | 330 |
| Detroit, Mich., Cincinnati, Cleveland, Columbus, O. | 225 | 330 |
| Hamilton, London, Toronto, Ont. | 225 | 330 |
| Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Mon- treal, Quebec, Que. | 225 | 330 |
| New York, Albany, Troy, Rochester, N.Y. | 225 | 330 |
| Baltimore, Md., Philadelphia, Pittsburg, Pa. | 225 | 330 |
| Washington, D.C., Boston, Mass., Portland, Me. | 225 | 330 |
| Halifax, N.S., St. John, N.B., Liverpool and London via L- iverpool | 225 | 330 |
| Fares via Liverpool and Lon- don | 225 | 330 |
| Havre, via Liverpool | 225 | 330 |
| Bremen | 225 | 330 |
| Hamburg | 225 | 330 |

2nd class steamer and 1st class on rail, and
2nd class steamer and rail, also Steamer Fares
and Rates to other places, quoted on application.
The Steamers call at Victoria to land and
embark passengers.

Return Tickets.—Time limit for prepaid return
ticket is reckoned from date of issue to date of
re-embarkation at Vancouver.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officials in service of China and Japan, and to
Government officials.

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Points, and to Canadian
and United States Points.
Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office
with address marked in full by 5 P.M. on the day
previous to sailing.
For further information as to Passage or
Freight, apply to
E. HOLLOWAY,
General Agent,
Office, Pedder's Street.
Hongkong, 2nd November, 1892. [1018]

NORTHERN PACIFIC STEAMSHIP AND
RAILROAD COMPANIES.PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma.....Thursday.....December 1st.
A Steamer.....Thursday.....December 20th.
Victoria.....Thursday.....January 26th.
Tacoma.....Thursday.....February 23rd.
A Steamer.....Thursday.....March 3rd.

AND THEREAFTER THE PERMANENT
SERVICE OF THE COMPANY'S
REGULAR STEAMERS.

THE Steamship

"TACOMA,"
Capt. J. Hill, sailing at Noon, on THURSDAY,
the 1st December, will proceed to VICTORIA,
B.C., and TACOMA, via SHANGHAI, IN-
LAND SEA, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Points.
Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the care of the General Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address
marked in full by 5 P.M. on the day previous to
sailing.
For further information as to Passage or
Freight, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 4th November, 1892. [1510]

NOTICE.

JAYE'S